

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY	East Germany	REPORT	
SUBJECT	Description of the Railroad Line from Muencheberg to Kietz	DATE DISTR.	14 February 1957
		NO. PAGES	1
		REQUIREMENT NO.	RD
		REFERENCES	
DATE OF INFO.			25X1
PLACE & DATE ACQ.			25X1

ENCLOSURE ATTACHED

SOURCE EVALUATIONS ARE DEFINITIVE APPRAISAL OF CONTENT IS TENTATIVE

a detailed description of the railroad line from Muencheberg to Kietz.

Attachment: 1 report (3 pages).

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(Note: Washington distribution indicated by "X"; Field distribution by "#".)

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Description of the Railway Line MUENCHENBERG to KIETZ.
(15th Nov. 1956)

In this report all distances are measured in Kilometres from KIETZ.

1. Permanent Way.a) Rails.

- i) Gauge not stated.
- ii) Type. 15 m. long.
- iii) Rails secured to sleepers with fishplates.

b) Sleepers.

- i) Wood throughout the section but at KIETZ some of wood and some of iron.
- ii) Spaced at intervals of 80 cm.

2. Description of Line.a) Tracks.

One track as far as 13.9 km, after that 2 tracks.

b) Stations.

There are no new stations in the section.

c) Passing Loops.

At 33.8 km. to 36.4 km.
At KIETZ (0.km) to 2.4 km.

d) Bridges.

At 2.9 km. Iron.	Length - 35 metres.
	Width - 15 "
	Height - 12 "
At 4 km. Iron.	Length - 25 "
	Width - 12 "
	Height - 8 "
At 6.3 km. Masonry.	Length - 30 "
	Width - 10 "
	Height - 8 "
At 15.1 km. Iron.	Length - 40 "
	Width - 18 "
	Height - 10 "
At 16.4 km. Iron.	Length - 45 "
	Width - 15 "
	Height - 10 "
At 21.1 km. Iron.	Length - 35 "
	Width - 12 "
	Height - 8 "

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At 26 km. Iron.	Length - 25 "
	Width - 10 "
	Height - 8 "
At 30.5 km. Masonry.	Length - 30 "
	Width - 8 "
	Height - 8 "
At 35.3 km. Iron.	Length - 25 "
	Width - 8 "
	Height - 8 "

e) Tunnels.

Nil.

f) Cuttings. (deep sided) and Embankments (High)

Nil.

g) Gradients and Curves.

There is a gradient of 1:821
from 3.1 km to 17.9 km.
There are no sharp curves.

h) Junctions and Spurs.

No junctions, but lines branch off at:-

(a) 1.4 km. to FRANKFURT/ODER.

(b) 7.4 km. to WRIETZEN.

(c) 35.4 km. to FUERSTENWALDE.

3. System of Signalling.

Signals and points along the section are operated mechanically but in MUENCHENBERG and KIETZ electrically operated.

KIETZ

Signals and points electrically operated. Control is from Signal Boxes Kietz, A1, R4, R6, B2, B5, and B8.

Control is centralised, from Signal Box Kietz and from the train dispatch office.

MUENCHENBERG.

Signals and points electrically operated. Control from Signal Boxes Mubg, G3 and R02.

Control is centralised from Signal Box R02.

4. Marshalling Yards.

There is a shunting station at KIETZ.

5. Servicing and Repair Facilities.

a) Engine Sheds.

MUENCHENBERG.

One round-house; diameter about 35 m. Height 10 m.
200 men are employed.

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KIETZ

2 round-houses; diameter of each about 60 m. Height 15 m.
800 men are employed.

b) Cranes.

There are 3 steam cranes at KIETZ, of which 2 are at the Goods ramp and one at the Railways Workshop, for coaling locos.

c) Railway Workshops.

There is a railway workshop in KIETZ for waggon repairs. It consists of 2 sheds; dimensions of each:-

Length - 60 metres.
Width - 25 "

300 men are employed.

6. Electrification of track.

Nil.

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